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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VIII • Number 3



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Vol.VIII, No.3 • December 1989

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

• Club News •

There is Bad News and Good News. First, the Bad News. Both of the 1989 Club Meets ended up "in the red" by a few hundred bucks. This was caused more by the organizers' enthusiasm and desire to make the events memorable than by bad planning. I set a price level for the Eastern Meet on the basis of a larger anticipated turnout than in fact we got, and I expect the Schaeffers did the same. Greater attendance would have achieved some economies of scale, but, it is now clear, not enough. The money-drainers in both cases were the "hospitality" rooms and the "souvenirs": awards and plaques in California and photographs in Ohio.

An influx of new members during 1989 created enough of a surplus in the treasury to cover the deficits. In truth, few if any antique car events break even, much less show a surplus, and must be supported by the sponsoring organizations' general funds, money-raising activities such as the sale of shirts, hats, etc., and donations from businesses. The 1988 BCA Great Lakes Regional Meet in Columbus ended up in the red even though substantial sums were donated by a local Buick dealer and other businesses. A notable exception was the 1987 Club Meet in Flint. Through the yeoman efforts of its organizers, Marv Rhynard and Bob Jones and their wives, it actually showed a small surplus.

I believe that further Club Meets should be self-supporting, or close to it. The Club was able to subsidize the 1989 Meets, but cannot, and should not, do this indefinitely. Although there are concentrations of members in certain areas, by and large we are widely-scattered, and the majority of members probably will not be able to attend future meets. This is unfortunate, but is the plain reality of the situation. It seems unfair to ask the members at large to contribute even a few dollars a year to the funding of events they can't attend. For future meets, therefore, we will need to: (1) charge a bigger



Founded by Dave Lewis in 1980



registration fee; or (2) cut out the free stuff; or (3) do both. This is entirely practical, and will not detract from the enjoyability of the events. If, for example, I had the '89 Eastern Meet to do over, I would eliminate the hotel-supplied coffee and soft drinks from the meeting room: they were priced too high, and we could just as well have brought our own. I would also have asked the participants to pay at least part of the cost of the photographs, and given a choice of getting them or not. Everything would have worked just as well.

PARTS ADS

As usual, we need more. Please do not hesitate to send me a "Parts Wanted" ad if you need something, however scarce you think the item may be. I have printed several ads thinking "Rots o' Ruck, Pal, you'll never find that" only to have the seeker tell me he found it. Thanks to all who have responded to fellow members' wants — that's what the Club is all about.

Speaking of "Wanted" ads, I noticed in arranging the Application/Roster Information Forms that several contained notes on the margins concerning needs or desires of the writers. I don't know if these were intended to be turned into "Wanted" ads or what. Please, friends, I can't deal effectively with notes on the forms. If you wanted to have an ad run, and have not seen it, send it to me again labelled clearly "Wanted Ad."

"Wanted" ads are effective. Many people do not offer items for sale, for various reasons, including but not limited to sloth, procrastination, and preoccupation with other things like making money, taking a vacation, wallpapering the bathroom and life's demands generally. Some are reluctant to part with items unless they believe the buyer really needs them. Some have legitimately forgotten they have things and need reminding. So, do not assume because you do not see items offered for sale that they are not obtainable.

VOLUNTEERS ARE NEEDED

THIS IS NOT THE ARMY! It's OK to volunteer. Volunteers are needed for at least the following.

1. Organize 1990's Club events: one West; one East. So far I've heard not one peep about this. If I have to do one again myself, it will be minimalist. I will be happy to provide ideas and advice, but I really don't feel like taking five days of my vacation, as I did in 1989, to look at possible sites and make arrangements.

2. I would like to see prepared a cumulative index of technical articles, going back to Volume I. A long-term member who has all the issues is obviously best-suited to this.

Our back cover for this issue is a reproduction of the back cover of a copy of The Buick Magazine for December 1936. The magazine was distributed by Buick dealers and authorized service establishments. The ad copy was completed by adding the dealer's name and address at the bottom on the number of copies allocated to him, and you will notice a small code number following the firm's address on this one. "Mt. Kisco Rubber Co." sounds like a tire dealer, but must have been at least an authorized Buick repair facility as well.

The front cover is our traditional rendering of a modernized 1938 Santa, by Dug Waggoner (#10) and NIKKO the Mysterious Oriental Pen who turns Fantasy into Reality.

3. I would also like to have someone who has all — or at least a large majority of — the issues volunteer to copy things for others at their request. Obviously, the requests would have to be reasonable and the requestors would have to pay at least the out-of-pocket cost. I did this at one time, but found that although it did not take a lot of time in itself, when added to everything else it was too hard to manage. Obviously (2) above will be of little help without (3).

There are now about 400 members, and one could count on the fingers of one hand, or at the most two, the people who have done 90% of the work. We are now a solid, mature organization, but there is room for improvements. As I have said before, I spend on average one and a half hours per day, 365 days per year, on Club affairs. It is, by and large, satisfying and rewarding, and I enjoy doing it; however, that is enough for any person, and it is time someone else did something.

FILM STARS AND CARS

The owner of the '38 Special convertible sedan shown on page 32 ("Exit Lines") in the last issue is the now-legendary movie actor Humphrey Bogart. Three "Attaboys" to Paul Cusano (#52) for making the first correct identification. ("Bogie" was mentioned in the same issue's report of the Eastern Club Meet, and the entire ad in which the picture appeared was reproduced in a Torque Tube issue about four years ago.) According to Paul, Bogie was at the time working at Warner Brothers, where "loads of Buicks" were used in the movies; one, Bullets or Ballots used so many that it was nicknamed "Buicks or Ballots." Paramount and RKO also used many Buicks in films in 1938.

Speaking of films and of Humphrey Bogart, the 1940 Limited used in Casablanca is owned by Club member Art Sommers (#464) in New Jersey. This car has its original cloth interior, with cigarette holes in the front seat — what a feeling it must be to sit there!

As of Thanksgiving, "Attaboys" had also been earned by Ken Huegel (#325), Steve King (#776).



The Good News



You were wondering whether I forgot the Good News?

The Good News is:

1. The Club is about to conclude its tenth year of existence, and is the World's Biggest Little Car Club.
2. The Torque Tube is the world's most entertaining, literate, informative, and witty antique car publication, and you get to read it.
3. The Editor is the world's most egotistical, bombastic, grandiloquent, and orotund; his works are fulsome of fustian, swelling utterance, and windy humors, and you have this all to yourselves.
4. The Holiday Season is Upon Us, in which We Should All Rejoice.

Happy Times! ~ Bill



"In My Opinion..."

ANOTHER HARANGUE

I have some uneasy feelings about the future of our hobby. It is, I believe, in danger of being priced out of the reach of many people, and regulated out of existence, at least as we know it.

INVESTMENTS?

It should by now be apparent to all of you that another round of touting the antique car as an "investment" is in full swing, and that a certain madness has taken hold of the "market." I chose the word "touting" carefully: it seems to me exactly that. High-powered auctioneers, suave "classic car" salesmen, and high-profile "restoration" establishments are intent on relieving the gullible of their money, on the highly-questionable ground that "antique" or "classic" cars are "investments" whose value will continue to go straight up. A certain established "old car" magazine, which I will not name in print, seems intent on abetting this. A number of new magazines have sprung up recently; at least some of these seem little more than fronts for the salesmen and auctioneers. Even venerable Hemmings Motor News has added a color, slick-paper, high-buck section.

Are antique cars investments? Up the road from me in Delaware, Ohio is Garth's Auctions, one of the Midwest's pre-eminent auction houses handling early American and Victorian furniture, antique glass, etc., etc., etc. To

It has been some time since we had a good Harangue and Diatribe. This one's not about membership dues, or parts ads, or even about hoarding. It's more serious than that. It's a rather wide-ranging discourse on some things that trouble me, and brings together thoughts I've been thinking for some time. It probably could be better-written, and you may not agree with me -- indeed, you may think I'm seeing ghosts, or that I smoke something funny. I've seen no ghosts, I smoke nothing stronger than Merit Ultra Lights, I drink nothing stronger than coffee and Diet Pepsi, and I don't think I'm full of merde. Read it, see what you think. Then tell me.

paraphrase Tom Porter, the proprietor and a man of acknowledged experience and integrity: "If you want investments, see your broker; if you want something with inherent value that you can cherish and enjoy living with, come to my auction." Mr. Porter might as well be talking about "antique" or "special interest" cars as about the items he sells; indeed, it seems to me that what he says is more true of cars. A few people make money buying and selling antiques, and a few buying and selling cars, and items from the past that have inherent quality and merit will probably increase in value over the years. That does not make them investments, in the sense that they are calculated, and have a decent potential, to increase materially the financial wealth of their owners.

AUCTIONS

I am fairly persuaded that many if not most of the big-time auctions are phoney-baloney, that in at least some of them the "bidding" is artificial and controlled by "pools," and that they are primarily a device for manipulating the "value" of antique cars, as well as lining the pockets of the auctioneers. How is this done? There are a number of ways in which it can be done. "Pools" are an age-old method used at antiques auctions by conspiring dealers with the object of keeping prices down, but they can just as well be used to make prices go up where the dealers are buying and selling the same cars among themselves, with the object of selling those cars--or others--in later private transactions. Most car auctions have a "reserve" on almost every car: that is, a minimum price set by the owner. If the bidding does not reach the reserve, the car does not sell. Now, bring in your "restored" '57 Chevy hardtop and set a reserve of, say, \$35,000. Crazy, you say? Wait a minute. Among the bidders are two of your buddies ("shills"), who bid the car up to \$32,500, then quit. If some nut in the hall gets the fever and says "35," you've hit the jackpot. If that doesn't happen, word gets around, especially if the right "old car" press reporters are present, that bidding on a '57 Chevy hit \$32,500. In the next auction it might just sell for that, especially if you've cleverly lowered your reserve a bit. Or, some joker will offer you \$25,000 for it after the action, and you'll take \$28,500 or \$30,000. Not bad, especially if you've got only five or six in a superficial cosmetic "restoration." (There is no legal definition of "restored.") If any number of cars at an auction does not sell, how does the auctioneer make money? He charges you fifty bucks just to come in and watch, a hundred bucks if you want to bid, and five hundred bucks if you put your car on the block. I've never been to an antiques auction where I was charged a dime to bid or to watch; the big car auctions ain't that way.

Not all auctions are phoney, not all bidders are shills, not all consignors are crooked. But there is, in my view, a tremendous potential for abuse and for gulling the gullible, and something fishy about the whole business. For one thing, there seem to be just too many apparently-magnificent cars going through the auctions. Why would all their owners want to part with them? Maybe the owners don't; maybe these cars are just bait, to generate the "auction fever" that will sell the other cars the owners have in the auction. I don't know; I may be wrong, but I'm very suspicious.

MADNESS.....

That there is madness in the market cannot be gainsaid. It seems to have been kicked off by the Pizza King, who responded to the decision, by the trustees of the Harrah Collection, to unload a good bit of its contents, by

paying unprecedented sums for vehicles he has probably not yet driven and never will drive. Corvettes, especially those with the right numbers and gizmos on them, have apparently gone out of sight. Recently I observed a '57 Chevrolet convertible offered for sale. The rocker panels were rusted out, as well as the bumpers; the interior was half gone; the grille was bashed in; the body was full of waves and dings; the top was rotten; the springs were sagged; the engine barely ran. Price \$15,000. Within a few hours' time, several serious buyers tried to get the owner down to \$13,000. I suppose that, if the totally-restored '57 Chevy commands \$40-50,000, as I have been told is true, then what I saw is worth \$15,000. Nevertheless, it sure seems like madness to me. So does \$2½ or \$3 million for a Mercedes or a Duesenberg. (\$50,000 for a Chevy seems even worse than \$3 million for a Duesenberg; the latter is magnificent, highly sophisticated and rare, but a Chevrolet is a Chevrolet.)

With the exception of LaSalles, the madness does not seem to have touched late 1930's cars very much, if at all. (Whether that is, at present, good or bad depends, I guess, upon whether one wants to buy or to sell.) Very few late 1930's American cars can match or exceed the '55-'57 Chevy convertible, and those that can were certainly not cheap mass-produced cars originally. Only a small fraction of the '37 or '38 Buicks around today could be sold for \$15,000. Although one should not expect any sharp and quick escalation in their price, it seems inevitable, however, that prices of late 1930's cars will be drawn upward, unless the whole "market" collapses. Perhaps the average guy will be priced out of everything; perhaps the late 1930's cars will remain havens of moderation. We shall see. One thing, I think may be said: the present "value" of antique cars has, in the great majority of cases, little or nothing to do with their inherent worth.



Four-Passenger Sport Coupe with opera seats
MODEL 46-S

ENVIRONMENTAL REGULATION

Let's turn to regulation. Virtually every commercial enterprise is now regulated by federal, state or local law in one way or another. Except for the legal constraints imposed upon public utilities and similar industries, laws enacted in the name of "environmental protection" now provide the most pervasive and draconian scheme of regulation ever seen in the United States, and the regulation grows more pervasive and draconian every day. Surely government will not regulate a hobby, you say? Think again.



A Canadian car victimized by American gas. Ross McConnell's (#484) McLaughlin-Buick '38 Special vapor-locked in Perrysville, Ohio after filling up with Sohio. Once things cooled off a bit, Ross got going again. An illustration of modern volatile gas in action. (Photo by Paul B. Culp, Jr.)

Leaded gas is already gone, to all intents and purposes. This has had minimal impact on owners of cars of the 1940's and before, but other changes in gasoline formulation have already had noticeable effects on driveability. Increased volatility will cause vapor lock and can be a serious problem in 1920's cars with vacuum tanks. Alcohol, which is found in a number of modern gasoline brands, attacks tank sealers, and is causing problems even in modern cars. (Although most modern car specifications allow use of up to 10% alcohol blends, the truth is that many modern cars do not run well on this fuel.) The long-term effects on old cars of the detergents, solvents and other additives in modern gasolines are unknown.

There is now serious speculation in the auto trade press that, by some time in the 1990's, cars will be designed and produced to run on pure methanol: that will allegedly reduce emission of "greenhouse gases" and end the automobile's dependence on "fossil" fuel. Methanol can be made from wood or other plant material, sometimes called "renewable resources," although how the quantity used up to make fuel for motor vehicles could be renewed is beyond me. I think it a fair assumption that no antique car could be run acceptably, or at all, on methanol. No antique car could be run on propane without serious compromise of authenticity. If, or when, petroleum-based fuel becomes a thing of the past, antique cars will be museum pieces. The only participants in car shows--if there are any car shows--will be those who can afford tow vehicles and trailers from which the cars are winched on and off the field. This is not so far-fetched as you might think; it may be here before we know it.

The volatile solvents in automotive lacquers have caught the attention of the environmental rule-makers, and four states (New Jersey, New York, Texas and California) have adopted "VOC standards": higher content of solids and less

"volatile organic compounds" in automotive lacquers. There will doubtless be a continuing trend in this direction, and it seems entirely possible that by the latter 1990's the manufacture and sale of lacquer will be ended. By 2000, we may see entirely different kinds of finishes on new cars: perhaps water-based. People will still be able to paint antique cars, but there will come a time when a spot repair of a car finished with lacquer will be impossible. The car would have to be completely disassembled and refinished because there won't be any lacquer to repair it with. (One of the great virtues of lacquer is the relative ease with which it can be blended and spot-repaired.) Even if the owner has salted away a few gallons of lacquer, he'll have to paint the car himself in secret, with "old-style" spray equipment, 'cause no professional body man will risk using a prohibited substance.

There is also a continuing movement toward tighter and tighter control over the disposal of solvents, which are "hazardous wastes," and the operation of electrochemical processes, such as chrome, nickel or cadmium plating. As we move through the 1990's, I believe there will be fewer and fewer body work and plating establishments: the small shop will be unable to afford the complex environmental controls.

It is at least possible that the operation of vehicles built before the advent of emission controls (that is, pre-1972 or maybe pre-1976) will be severely restricted, even if petroleum-based fuel remains available. Perhaps we'll all need to have a permit from our state EPA to buy gas and to drive our cars: the permits will cost \$500, take one or two years to obtain, and limit us to maybe 500 miles per year, with annual inspections to make sure we don't cheat. Don't laugh: it could very well happen.

Well, if all this is what is needed to protect the environment, clean up pollution, save us all from destruction, etc., etc., must we not accept it, if not gladly at least with resignation? I venture to suggest that the answer may be "no." Having observed--and on occasion battled with--government agencies, the Congress, and state legislatures for some time, I also venture to suggest that much of what comes out of them is as much garbage as anything in a landfill. The overwhelming majority of people probably think the "government" is possessed of a special expertise, that if it generates a study, or a statistical analysis, or a report, that must be the Revealed Truth. In my opinion, such a view is palpably wrong. The lack of scientific precision in a great deal of such work is appalling, and the lack of competence in a wide range of "bureaucrats" equally so. The "think tanks" hired by the bureaucrats (even though there are hundreds of thousands of them, it's not enough) to produce studies quickly conclude what conclusion is desired, and work back from there: they want another job. Ever think how much we hear the word "link" today? Radon gas is "linked" to cancer. Twenty thousand deaths per year are "linked" to radon. What that really means is that there's no proof; rather, some joker has concocted a computer model, plugged in some statistics that originated from a similar model, together with some unproven assumptions, and come out with another Revealed Truth. That is to say, he has pulled it out of his ass.

The big environmental activist organizations have, of course, played a very big role in the burgeoning of regulation. They are no longer "bugs and bunnies" groups or bird clubs. They are well-funded and immensely powerful. Directly or indirectly, they have written a good deal of the environmental laws and regulations and are virtually a "shadow" government. I used to belong to some of them, but don't anymore. They are not friendly to the automobile.



Five-Passenger Two-Door Touring Sedan with trunk back
MODEL 68

ZONING REGULATION

Now let's look at an entirely different form of regulation: zoning. The "police-power" of cities and towns to control people's behavior and the so-called "esthetic" character of their property has increased over the decades of this Century, small step by small step, to a level where it is--to me, anyway--alarming. Over and over I have heard reports of cities, and especially suburban towns, enacting ordinances that purport: to limit the number of cars that may be left outside on a person's property; to forbid that person to work on a car in his driveway, or even inside his garage; to require him to rid himself of cars or parts thereof that are found to be unsightly. Typically, the hobbyist knows nothing about these laws until, upon complaint of the old biddy up the street, a gendarme appears with a summons. Typically, also, they are the result of pressure by "civic associations"--that is to say, of groups of busybodies who have a fantasy vision of what their little worlds ought to look like. There is no room in the busybody's little world for deviation into anything so hopelessly lower-class as visible auto mechanics. In the overwhelming majority of cases, these laws are upheld by the courts as appropriate exercises of the "police power," to protect "esthetics" or "property values." In my back yard are four '37 80-Series front fenders in rather rough condition. (My secret sidemounts, now no longer a secret.) They are inside a rustic wood fence which I erected--voluntarily and at some expenditure of both labor and dollars--to hide them, along with wheelbarrows, firewood, a compost tank and similar stuff that I did not want in, or could not fit into, my garage. The fenders are not beautiful, but they are pretty much invisible and are bothering no one. Same for the other stuff. In some parts of the City of Worthington, Ohio (in which, fortunately, I do not live), both fence and fenders would be violations, and I could and doubtless would be enjoined by the authorities to remove them and pay a fine. I do not contend that zoning is inappropriate, or that one should totally disregard the sensibilities of one's neighbors. I do, however, believe that there are already far too many instances of unreasonable infringements on individual liberty in the name of "esthetics" and "property values" and that we should all be vigilant, lest things get worse.

NEEDED: A LOBBY

Neither the bureaucrats, nor the Congress, nor the environmental groups, nor the town councils, nor the civic associations, nor, except on a few show or

parade days, the general public, give a good shit about the antique car hobby. They don't ever think about us. The hobby is growing. There are probably well over one hundred thousand active old car hobbyists, suppliers, restorers, etc., in the United States, and many more who are not active but interested and sympathetic. But, the hobby as a whole has no voice.

The hunters and gun collectors have one of the most powerful lobbies in the nation. The antique auto collectors have none. Washington and each state capital abound in offices of trade associations and special interest groups. There are hundreds of thousands of political action committees across the country. They are listened to, believe me. I've yet to see an antique car lobbyist or PAC. The most we've ever gotten in the way of legislation was "historical vehicle" license plates: they ain't worth much, and I'm not sure the hobby can take credit for them anyway.

Years ago it didn't matter. The hobby was a relatively quiet one, minding its own business and untouched by outside events. It spent much effort politicking and bickering within itself. I submit that these times are over.

Every car organization, from the AACA to the Graham-Paige Owners Association, from the CCCA to the Morgan Three-Wheelers Drivers Club, yes, even to us, should put away petty rivalries and join together in a Federation of Antique and Special Interest Auto Clubs. The Federation should be funded so it could hire a staff and an office in D.C. It should have a "chapter" in every state capital. Every car club should have political action committees. We all should make our collective voice heard, in opposition to ill-considered regulation, to infringement to our rights and freedoms, and to manipulations and frauds.

How can this be done? Frankly, I don't know. It would take a lot of time and a lot of dedication, and a lot of money. It would take a lot of education to convince old-car hobbyists, many of whom are inherently stingy, that they should put up ten, or twenty, or fifty bucks a year toward the cause. Despite all of that, I believe it should at least be tried, and that all of us should start thinking about it--seriously.



ENGINE REBUILDING

Despite the Editor's entreaties, our "Engine Rebuilding" series author still has not brought forth his treatise on cooling systems, and I am making no promises as to when the series will resume. Perhaps we will have to by-pass cooling and go on to clutches, or something. Meanwhile, patience appears our only course.

Patience is the companion of wisdom.
— St. Augustine

Everything comes if a man will only wait.
— Disraeli

The end is not yet.
— Matthew, 24:6

SHOWS & EVENTS



WEST COAST CLUB MEET — SEPTEMBER 22-24

THE BEST OF TIMES...

By Karren Schaeffer (#622)

"It was the best of times, it was the worst of times"* It was early on Friday, September 22 and Bill and I were on the road with our '37 Century to the first west coast gathering of 1937 and 1938 Buicks. Remember when you were nine years old and anxiously awaited your birthday party, afraid no one would remember to come? Two hours later we pulled into Denny's (where else?) in Woodland Hills and were greeted by the beautiful sight of five shiny Buicks waiting to hit the highway. Quick stop and we were all on the road north...the best of times.

The road north out of Los Angeles crosses the coastal mountains in a series of grades. Unfortunately Jim and Charlotte Wallace's '37 balked at the 90+ degree heat and refused to go uphill...the worst of times. Jim cooled the car a bit and made a quick trip home for their modern car. Soon they were on the road again, about an hour behind the group.

In Santa Barbara we stopped to meet another couple. Since David Boos' 38-46 wants to travel at a slower pace than some of our Century companions, we opted out of lunch and went ahead of the group. As we drove up some of the prettiest roads in Southern California, we looked up and saw a big black 1937 approaching us from the rear. Thinking the rest of the group had caught up, we prepared to greet our fellow

*Dickens, A Tale of Two Cities

travelers. Instead, to our surprise a beautiful '37-81F passed us with Helga and Landy Brakke videotaping us as we drove along. Boy, these cars are a wonderful sight on the road! In an instant the big formal sedan was gone, headed north to our destination.

At about 4 o'clock we pulled in at the Spyglass Inn in Shell Beach to find Buicks and their owners already in the parking lot. They didn't forget to come after all...the best of times.

If you have never driven around in California, you may not realize that the 15 '37 and '38 Buicks who brought their owners to this meet traveled an average of five and one-half hours each from the north, south, and east to meet at the beach. However, one family did come from the west: the Doucette's joined us from the Philippines. Another 17 owners left their prized Buicks at home for various reasons including distance and disassembly, and arrived in modern cars.

Cars and owners continued to arrive until well past midnight. Buick talk abounded all evening. Most owners stopped by the hospitality room for snacks and something to wash down the road dust. Special thanks to Gene and Shirley Smith who live nearby and brought all the cool drinks and ice for the meet.

The weather on the coast tends to fog, so the next morning at 7 A.M. it was no surprise to see our Buicks, snug under their covers, surrounded by a faint grey mist. I was on my way to make coffee (part of the 300 cups consumed) while Bill was on the way to town for hot, huge cinnamon rolls. A glance out the door of the hospitality room a few minutes later showed clearing fog and covers coming off the cars. The show and the Buick talk had begun.



Serious discourse. Who's the guy in the hat?

EDITOR'S NOTE: I received many photos of the West Coast Meet, and selected those that are reproduced here on the basis of image quality, and to show some variety of scenes and body styles (car bodies, not people).



Very nice 1937 Special business coupe (model 46) owned by Jim Flack (#499). Let's hope the oil spill isn't his.

These early birds had a special treat waiting, Mike and Barbara Vosganian's sons had purchased a Buick ambulance. The rear of this car was filled with '37 and '38 Buick parts, including the defroster parts I'd been looking for over the past five years. These many parts quickly found new homes and the Vosganian boys now have money to restore that ambulance. Impeccably-restored Trippe lights and NOS chrome pieces were offered by Jim Wallace and signs and literature by Jim Moloney. Registration continued as cars arrived until noon, with Cathy Saunders and Shirley Smith taking over registration so I could see the cars and eat lunch.

Several of the cars delayed their arrival to stop by Bob's Automobilia in nearby Atascadero. Bob's son had his hands full with visitors, since Bob and Beverly were on their way east to Hershey.

Until 2:00 everyone swapped, talked, polished, purchased, and voted for their favorite cars. As the votes were being cast many made note of the parts and cars offered for sale on the bulletin board. Also posted were pictures of the cars that had to stay home; we missed these beautiful cars!

At about 2:00 the group gathered in the hospitality room to undertake some serious car talk. Special thanks to Bob Trueax, Bob Saunders, and Lauren Matley for their generous contribution of special expertise and knowledge. Three hours later, having discussed

every nut, bolt and thing-a-ma-jig on old Buicks, the talkers were shoed out so the room could be converted into a dining hall for our dinner.

Within an hour all were back eating appetizers and having cocktails among the cars at sunset. The caterer arrived with our western Barbeque and we did our very best to consume all he brought. After dinner, the results of our peer judging were announced. The Best of Show award, a silver bowl, went to Landy and Helga Brakke for that beautiful '37-81F we met on the highway. Best 1938 award, an engraved tankard, went to Bob and Joyce Zaitland's very shiny green convertible. Since we all know that these cars seldom come to us in this pristine condition, we voted for our favorite future best-of-show car, usually called Work in Process. This award went to Bob and Cathy Saunders. Bill and I were certainly surprised when the Best 1937 award was announced and it was our own '37-67. Thanks to the Meguires everyone went away with polish and wax and assorted car signs from Old Cars Weekly.

After dinner we decided to have this event again next year, location to be announced. If you have any suggestions on events, locations, or anything else please let us know immediately so we can try to please everyone.

There was no fog on Sunday morning as we prepared to tour up to Hearst Castle. Many of those who did not join us on the tour headed to Bob's for more old car goodies. At 8:00 we were on the road to San Simeon. The Pacific was picture perfect and our hour drive up the coast cool and elegant. At 9:40 we were on the bus and headed up 1600 feet to the mountain top ranch. The house(s) were under construction from 1929 to 1951, and are now the opulent home for William Randolph Hearst's lifelong collection of art and artifacts. Surrounded by lush gardens, a mile-long grape arbor (for afternoon



1937 Roadmaster formal sedan (model 81-F) owned by Landy Brakke (#455). A beautiful specimen; however, the red wheels are not correct.



William Randolph Hearst's swimming pool, complete with Greek temple and statuary. You wouldn't believe it if you didn't see it.

drives in your Buick), a private zoo, and three guest houses, the main house received many Hollywood stars as visitors to this vacation home. Mr. H. kept no personal cars here and hired all the autos he needed from the nearby towns. The home movies we saw in the private theatre recorded a pretty V16 Cadillac making the trip up the hill in 1936. What a place!

Back in the parking lot, we compared souvenirs and started off in our various directions for the long drive home. Beautiful Buicks off in every direction, perhaps like the end of a long weekend with Mr. Hearst and his guests in 1938....it was indeed the best of times.



EDITOR'S NOTE. Thanks to Karren Schaeffer for this fine report, and to both Schaeffers and all the others who planned and helped with our first West Coast Meet. I'm sorry I was not able to attend, as I had once planned to do, but September was simply too full. (Working for a living sure gets in the way of hobbies, doesn't it?) The West Coast Meet was a bit different from the Ohio event, described in Issue 2, which had no parts, no judging, no awards, no plaques, and little or no car polishing; at least little that I saw. I deliberately arranged a non-traditional, non-competitive meet with emphasis on family participation and shared experience, and little or no work for anyone to do once it began. (The only real exception to the no-work precept was

photographer and lecturer Paul Culp, but he seemed to have enjoyed doing both.) This reflected my personal notions of what a Club event (as distinguished from a BCA, or AACA, or -- perish the thought -- CCCA event) ought to be, and I would not be surprised to find that some people stayed away from the "Eastern" meet because there were no prizes. The "West Coast" meet reflected the ideas of its organizers. No format is necessarily better than others, and it is obvious that the participants in both events had a terrific time. The important thing is to have the events, at locations that a reasonable number of people can reach and can afford.

Some of the names mentioned in Karren's article may be unfamiliar. The Schaeffers publicized the West Coast Meet outside the Club, and attracted several '37/'38 owners who were not members. I expect most of these people will join -- indeed by the time you read this, they may have. I did not do this for the Ohio event, largely because I think the Midwest is about fished out for new members.



A '38 Roadmaster owned by Mike McMillen (#578). The car appears to have a sealed-beam headlight conversion.



Well, folks, it's California. The owner of this bright red modified '38 Century was not identified. Beautiful workmanship, but not what I would have done.



Harry Logan's (#651) '38 66-S. This is what they're supposed to look like.



TECHNICAL TIPS



SUPPLIERS

Here, in no particular order, is a list of suppliers of various things, all of whom I or friends of mine have dealt with and found to be reputable and reasonable, and to offer a good product.

Light bulbs.
Write needs with
SASE.

Bill Peters
3519 S. Pleasant
Independence, MO 64055

Headlight parts.
Catalog: \$2.00

Donald Axelrod
35 Timson St.
Lynn, MA 01902
617/598-0523

Various items;
Request list.

Dick & Skip Boyer
230 DeGuy Ave.
Hanover, PA 17331
717/637-9514

GM special fasteners.
Catalog: \$2.00

Auto Hardware Specialties
RR1, Box 12A
Sheldon, IA 51201

Stainless steel
fasteners.
Request list.

Material Search Co.
P. O. Box 13334
Pittsburgh, PA 15243

Runningboards
restored; write
for info.

Hundley Acuff
1423 Wilson Rd.
Rossville, GA 30741

Runningboard
moldings; write
for prices.

Buick Restoration Services
P. O. Box 442
Perry, MI 48872

Fuel pumps,
water pumps
rebuilt.

Arthur Gould
6 Dolores Lane
Fort Salonga, NY 11768
516/754-5010

Windshield wiper
parts; motors
rebuilt.

Kent Jacquith
760 Knight Hill Rd.
Zillah, WA 98953
509/865-2481

Firewall insulator
panels.

Ficken Auto Parts
132 Calvert Ave., Box 11
Babylon, NY 11702
516/587-3332

Timothy Cox
6333 Pacific Ave., Rm 523
Stockton, CA 95207
209/477-4840

Plating (not the
very best, but not
bad)

Larry Blakley
Platers Service, Inc.
40 Harrisburg Dr.
Englewood, OH 45322

Bearings; seals

Penn Ball Bearing
3511 N. American St.
Philadelphia, PA 19140

Olcarr Bearings Co.
5101 Fedora
Troy, MI 48098
313/879-7916

Carburetor rebuild;
parts

Jim Alexandro
P. O. Box 144
Maspeth, NY 11378
718/899-0136

The Carburetor Shop
Rt. 1, Box 230-A
Eldon, MO 65026
314/392-7378

A final word about an item I have not tried, but which shows promise. It is well-known that cats like to climb on cars and to crawl under cars. It also appears that cats will pee on car covers, and once thus marked a cover becomes fair game for further markings, as well as malodorous. Cat pee smells awful, and it is astonishing that so small a creature can leave behind so powerful a memento. Do you have cat trouble? Even a covered car inside a garage may not be safe. You could of course get rid of the cat(s) but that may, for reasons of domestic harmony, be infeasible. "Scat Mat" could be the answer. This is a 48" x 20" mat that plugs into any electrical outlet; when touched, the conductive grid inside generates a low-voltage shock that animals find startling and unpleasant, but which does not harm them. You can move it around (e.g. from hood to runningboard to floor) to keep the invader off balance. A few weeks of this, and your car will become a feline no-man's-land. Product no. 5465T from Sporty's Preferred Living Catalog, Clermont Airport, Batavia, Ohio 45103-9747. 800-543-8633. "Scat Mat" is \$64.95 plus \$3.75 shipping.

FIREWALL ID PLATES

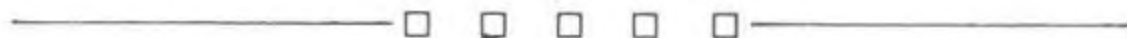
By Paul Cusano (#52)

In response to the question in the last issue on firewall ID tags, I had to have new ones made for both my cars. On the convertible sedan the original tag had been punched through by a former owner to install an after-market heater; on the convertible coupe that was finished last year, a "Reddi-Strip" cleaning of the body dissolved the tag and several other items as well. (Beware: Reddi-Strip will destroy any aluminum parts.)

I inquired about reproducing the tags at several possible sources. One dealer informed me that a press to punch out the tags would cost \$18,000! I had seen Pulfer and Williams at many flea markets, and recalled that they make beautiful tags, data plates, hub cap insignias and the like for many different cars. Mr. Williams said he would be able to recreate the tags by etching. He made tags for both cars and the results were excellent. They're the next best thing to punched tags, and actually appear better. Here's the address:

P. O. Box 67
Forest Road
Hancock, NH 03449

I found that the original plates on the two cars were slightly different. On the convertible sedan, an "early" '38 (Body #189; three-hole, raised-ridge valve cover), the original plate read at the top "Buick-Motor-Co. Flint, Mich." The rest of the data is conventional, with the model number, "40C" punched in, not out, with a fine-type punch. This tag was originally painted — it was apparent when I purchased the car that the firewall had never been repainted. It cannot be shined to a silvery appearance. The original convertible coupe firewall tag was shiny aluminum and was never painted. This car is "late" production (two-hole, recessed-ridge valve cover). This tag reads "Buick Motor Division - General Motors Corporation - Flint, Michigan" — the model number, "46C" is punched in on this tag also, in the same manner as on the original 40C tag. It appears there was a change in the format and composition of the tags sometime during 1938 production, or differences between the factories — Flint, Linden and Southgate. My observation from talking to people, especially those with original cars, is that about half the '38s had painted tags.



EDITOR'S NOTE: I was not aware of differences among 1938 firewall ID plates until I read Paul's letter. At this point, I do not know whether any 1937 plates were painted. On both the '37s I've had, the plates were (or are) unpainted aluminum, although the one on my present car shows evidence of possibly having been painted at one time. This plate reads "BUICK-MOTOR-CO. Flint, Mich." (i.e. like the "early" '38). All the plates I've seen have the model number punched in, presumably by hand, although all the other numbers are part of the original strike of the plate in the press and are pressed out from the back surface. It would seem that the model numbers were punched into the plates after they were attached to the car bodies. This is my opinion as to the likely explanation: the body, trim, paint, and "style" numbers are all Fisher Body identifications, whereas the model numbers (and the serial or "frame" numbers, which are attached to the frames) are Buick identifications. Presumably, Fisher Body had the firewall plate punch presses, and left it to each G.M. division — or at least to Buick — to put on its own model numbers. This had to be done by hand since the plates were riveted in place at the body plant.

If that is the explanation, I think it unlikely that the differences in '38 ID plates are related to Buick assembly plants. Rather, it seems much more probable to me that the lettering was changed sometime during the '38 model year to reflect the facts: Buick

was a division of General Motors Corporation, not a separate company as the first style of inscription might suggest.

In this connection, it may be noted that the serial number tags on the frames of 1938 cars do distinguish among the three Buick assembly plants. These tags were put on by Buick, as the frames would never have been in a Fisher Body plant. The '38 Dealer Service Bulletin reproduced below explains the serial number prefixes that identify the assembly plants (BPS 2-84, page 2):

**SERIAL NUMBER
IDENTIFICATION -
1938 MODELS**

Beginning with the 1938 production, the Serial Number of every car will be preceded by a digit to show at which plant the car was assembled. These prefix figures are as follows:

- 1 - Flint
- 2 - South Gate
- 3 - Linden

As an example, 13219848 is the starting Serial Number for 1938 production and the prefix figure 1 indicates that the car was assembled at Flint.

In all cases, Product Reports, A.F.A.'s and correspondence covering 1938 product must show the complete Serial Number, including the prefix figure.

The plate on my '37 Roadmaster also has a large "B" punched in on the lower left, following the trim and paint numbers. This, according to Dave Lewis, refers to the original color of the garnish moldings. It may be recalled (see Vol. V, No. 5) that on '37 80 and 90 series cars, there were three garnish molding treatments: black; "Mahogany" (woodgrain); and our old-and-still-mysterious friend, "Lustre Light Grey". "B" means the moldings were black, "M" means "Mahogany," and "G" (or maybe "L", I'm not sure) means grey.

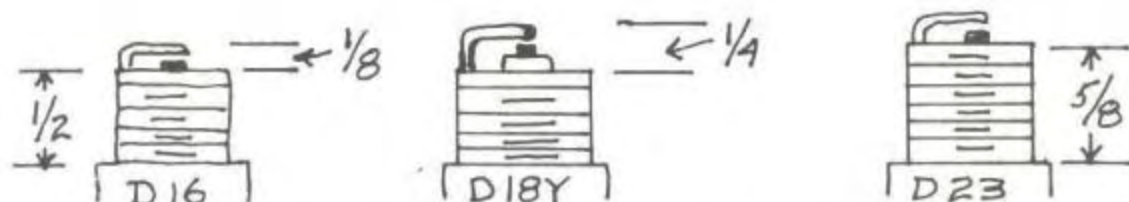
Finally, it may be noted that: (1) at least some cars factory-equipped with fender-mounted spare wheels have "6W" on the ID plate following the body number; and (2) '37 plates (and maybe '38 also — I'm not sure) have a line at the very bottom reading "Mo. Day Year ." On neither my present car nor the '37 I had earlier was anything punched into the three blanks. Presumably this was intended to identify the date of completion of the car, but Buick did not want to do that. You didn't think there was so much to be said about ID plates, did you? Neither did I until I started this, and it appears that there is more to learn.

SPARK PLUGS

The November '89 issue of the BCA Bugle contained a brief "technical tip" concerning the 320 CID straight-eight. The author, Jim Cox of New Jersey, says: "It seems that the old 320 CID straight-eights seem to suffer from intermittent, slight idle miss that you don't feel, but can hear at the tailpipe, and it has always aggravated the hell out of me." Right! Your Editor has been similarly aggravated. Cox recommends going to a hotter plug, which he says Buick did around 1946. He uses Champion J18YC, which is a 14 mm, extra hot, deep reach, copper core plug (J = 14 mm; 18 = hot; Y = deep reach; C = copper core electrode; don't use an "R" resistor plug). This plug will fit '38 engines, but not '37.

The '37 engine uses a larger 18 mm plug. The standard '37 plug today is either the AC C-86 or the Champion D16. (These are truck engine plugs.) My auto parts man tells me there is a hotter version of the AC C-86: the AC C-87. These have a 1/2" reach.

("Reach" is the distance between the base of the thick metal cylinder part and the end of the threads.) There seems to be no deeper-reach AC version of either C-86 or C-87. The Champion catalog lists the D16 as the correct plug for '37 Buicks. There is also a UD16, which is supposed to have a stronger spark (questionable); D18Y, which is slightly hotter with an extended tip (that means the electrodes stick out a little farther); D21 which is hotter yet; and D23 which is the hottest D plug and has a 5/8" reach. I would be leery of the D23, as it seems too hot; moreover, I'm not sure the deeper reach plug will clear the valves, although the extra 1/8" reach is apparently no problem on later engines.



COMPARISON OF 18MM CHAMPION PLUGS

The AC plug listed for '38 - '48 engines is the AC46; this has a 3/8" reach. There is an extended-tip version, 46S. AC46F has a 1/2" reach. I could not find a hotter version of the 46 plug in the AC catalog. The Champion catalog list UJ12 as the correct plug for '38 - '42 and J8YC as the correct plug for '46 - '53. (As noted above, the "U" in Champion designations means a stronger or more powerful spark; the parts man I spoke with thought this makes little or no difference.) I suspect the catalog may be wrong here: J8 would be a colder version of J12, which does not jibe with Cox's statement that Buick went to a hotter plug in '46. As discussed above, he recommends the J18YC, and it may be that catalog entry should be "18" for '46 - '53 rather than "8". The "Y" plugs have a 1/2" reach whereas the standard J12 or UJ12 has a 3/8" reach.

Before we leave the subject of spark plugs for now, it may be noted that both the '37 and '38 shop manuals state that in some cases "to bring about a good idle" the gap may be increased from .025 to .030, but that this should be done only in "extreme cases" as it may cause a "high-speed missing" after the plugs have been in use for a short time. (The gap is the distance between the two electrodes; that is, the distance the high-voltage current must jump or arc through air to create the spark.)

There is much to experiment with here, and if you are troubled with intermittently-sputtering exhaust at idle speed, you may wish to try a different plug or a different gap — maybe try .028 before moving to .030. In any case, you will probably find that your auto parts retailer will need to order the plugs from a jobber — this is easily done in a large city, but may require some persistence and/or delay in small towns and rural areas. If you have trouble getting '37 plugs, try a dealer in parts for trucks or earth-moving machines.



CARBURETOR FLOODING CURE? THE GROSE-JET FLOAT VALVE

Photos by Paul B. Culp, Jr. (#508)

If you have had trouble with carburetor flooding, you might want to try a "Grose-Jet" ball valve in place of the needle-and-seat valve found on Stromberg carburetors. The Stromberg AA and AAV carbs have two float chambers and two floats. Gas enters these chambers through the line from the fuel pump. As gas fills the chambers, the floats rise. The floats are attached to the upper carburetor body (or "air horn") by a pivoting arm. When the floats have risen to a predetermined level, the arm will be pressing the needle-and-seat valve in a fully-closed position, shutting off the flow of gas. As fuel is used and the chambers are emptied, the floats sink and the valve is allowed to open, admitting more gas to the chambers. Because the pressure exerted by a mechanical fuel pump is constant, the valve must withstand this pressure and seal completely. If it leaks, the carburetor will flood: gas will enter the float chamber vent and spill into the carburetor throat, and may also leak out of the carb onto the manifolds. The engine will not run, and there is a danger of fire. Moreover, any raw gas entering the cylinders will dilute or wash down the lubricating oil. (On 60-80-90 series engines, there is an intake manifold drain valve, which, if functioning correctly, will drain raw gas from the manifold to the ground.)

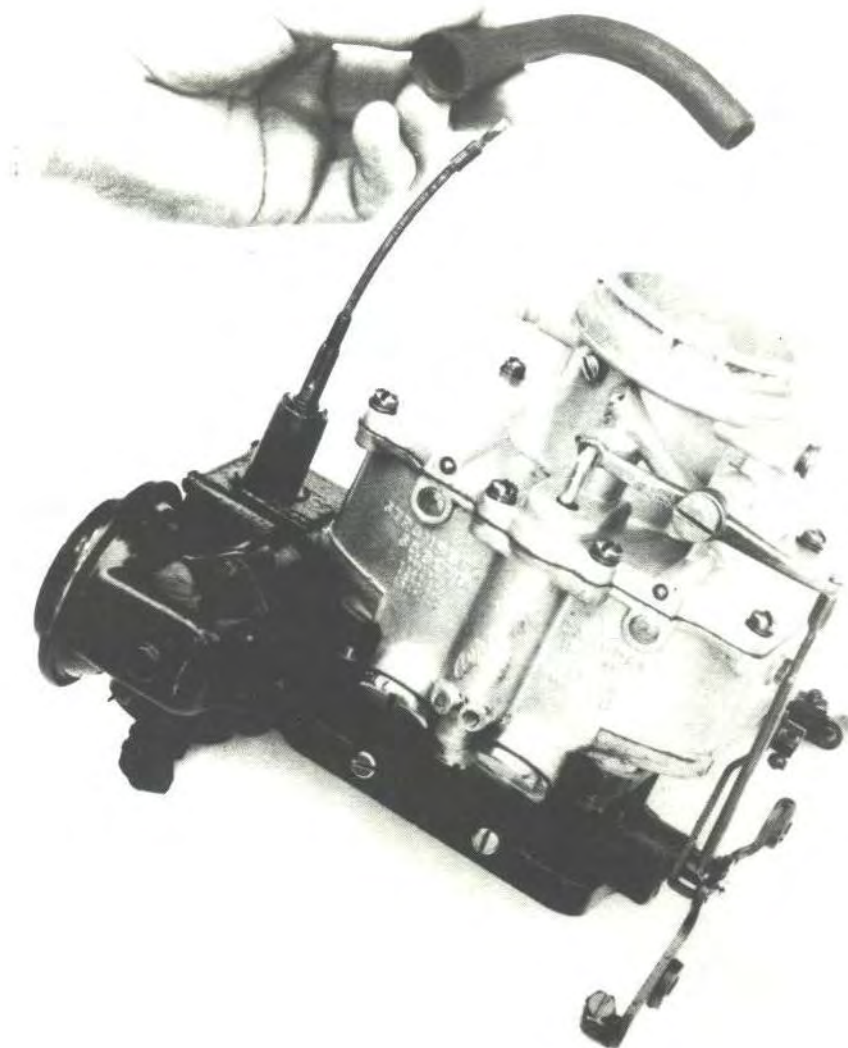
There are several possible causes of carburetor flooding. Besides a defective needle-and-seat valve, the floats may be out of adjustment or sticking, or the fuel pump pressure may be too high. The latter is probably the least likely. (It may be noted, however, that most electric fuel pumps exert a higher pressure than the Buick mechanical pump.) It is also possible that one or both floats leak. If one has even a tiny pin hole, it will fill with gas and — obviously enough — will not then float. The cure for this — also obvious — is to replace the float with a good one, or fill the hole — if you can find it — with epoxy.

A check for correct fuel level in the chambers may be made with the carburetor in the car. On the left side of the main body of the carb is a "sight plug" which may be removed with a screwdriver. With the engine running at idle, fuel level in the chamber should be just a hair below the level of the plug hole. If, when the plug is removed, the threads are damp with gas and none pours out, the float level is correct. If any quantity of gas flows out of the hole, the float level is too high. If the threads are dry, one can try peering into the hole using a penlight for illumination, but it is unlikely that anything more than the side of one float will be seen clearly.

The Stromberg carburetor (and most others) may be divided into three main sections: the top or "air horn"; the main body; and the base. (This fundamental fact once led your Editor to paraphrase Caesar thusly: Strombergia est omnis divisa in partes tres.*) The procedures discussed below may be done by removing the top section, leaving the remainder of the carburetor in place on the manifold. Or you may choose to remove the entire carb to a workplace, and then remove the top section.

The top section is easily separated from the carburetor main body by removing several screws and disconnecting the accelerator pump linkage, the choke cable, and the fuel line. Be careful not to damage the thin gasket, unless you have a new one handy. The floats are attached to the top section. With the top section inverted, the bottom

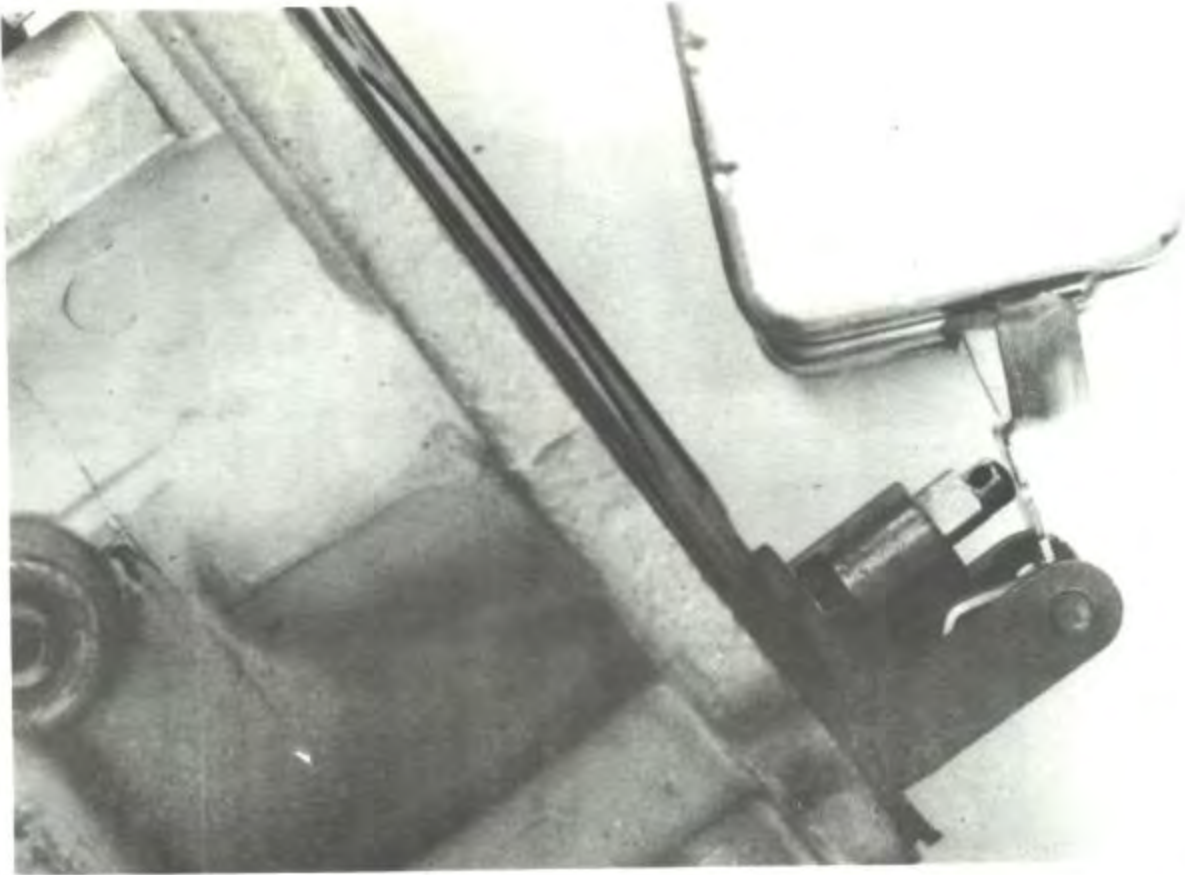
*Some of you may be old enough to remember the time when Latin was mandatory in the "academic" secondary school. "Gallia est omnis divisa in partes tres" — "All Gaul is divided into three parts" — is the opening line of Caesar's De Bello Gallico — "Concerning the Gallic Wars."



Remove choke hose and cable before separating the top section of the carburetor by removing the eight screws and disconnecting the accelerator pump linkage. It is not necessary to remove the carburetor from the engine, but you may find it easier to do so.

of each float (which is now uppermost, as everything is upside down) should be $1 \frac{7}{16}$ " above the flat mating surface on the AA and $1 \frac{11}{32}$ " on the AAV. If incorrect, the level may be adjusted by carefully bending the arm to which the floats are attached. (A special Stromberg tool was made for checking float adjustment, but it is highly unlikely that you have one.) At the same time, the floats can be checked for parallelism and free movement of the arm on its pivot. Both must be at the same level, and they must move straight up and down parallel to the sides of the chambers to avoid sticking or binding.

The inside of the float chambers (in the main body of the carb) should also be inspected. Accumulation of gum therein may cause the floats to stick, and if this is observed it should be cleaned out.



Original needle-and-seat valve as supplied by Stromberg. Note the float and pivot arrangement. (The float hangs down when its on the car.)

If the floats are adjusted correctly and flooding still occurs, the needle-and-seat valve is the likely culprit. (A "needle" is essentially a metal cone, which enters a conical orifice or "seat"; when the "needle" has fully entered the orifice it is "seated" against the surface thereof, blocking the flow of fuel.) A new needle-and-seat valve may be installed. Paul Culp did that, but still experienced problems. He decided to try a product I had seen advertised for several years but was never able to evaluate: the "Grose-Jet" ball valve.

A new valve, whether conventional or Grose-Jet, is not difficult to install. The floats are removed from their hanger bracket by driving out the brass pin, which is a press fit into the float arm. There is (or should be) a clip holding the needle-and-seat valve to the float arm, and this clip must be removed. The valve may then be unscrewed from the carburetor top section casting. The Grose-Jet valve is then screwed in, using the gasket supplied with it. The clip is not used with the Grose-Jet, but should be retained with the old needle-and-seat valve. (Don't throw that away yet.) Reinstall the floats, check their adjustment as discussed above, and put everything back together.

In place of the needle-and-seat, the Grose-Jet uses two balls, a big and a small one. I'm not exactly sure how it works, but I do know that ball valves are commonly used in various kinds of devices — e.g. automatic washers — where fluid flows must be started and stopped. Since he installed the Grose-Jet, Paul Culp has had no more trouble with flooding in about 1500 miles. Thus far, he has not driven the car far enough so that I would consider the ball valve to be a service-proven "fix," but it certainly appears promising. Price of the Grose-Jet STM-50 is \$6.00 plus shipping. It is made and sold by

D&G Valve Mfg. Co.
8 Mt. Vernon St.
Stoneham, MA 02180
617/438-1773

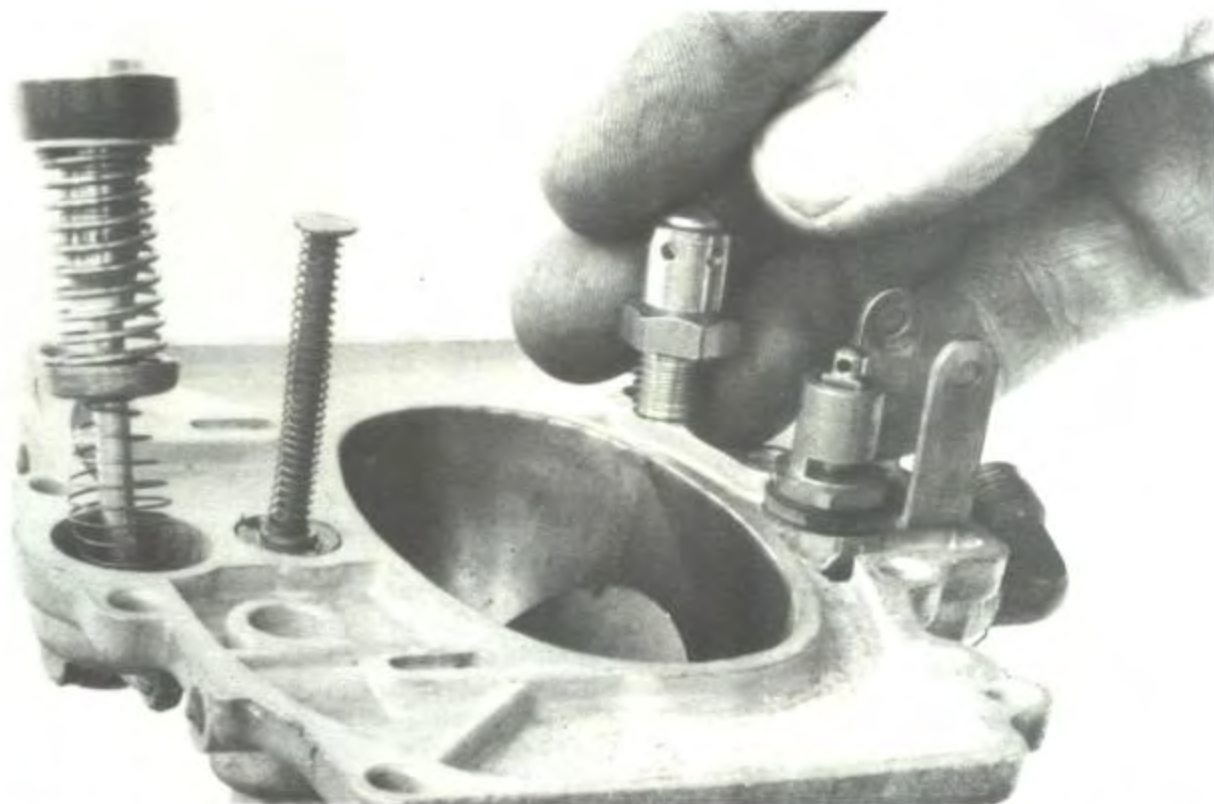
The photographs appearing with this article show a 1938 Stromberg AAV-2 carburetor. The 1937 "AA" series carbs are very similar; they do not, however, have the economizer vacuum piston, which you will see to the right of the accelerator pump piston in one of the photos.



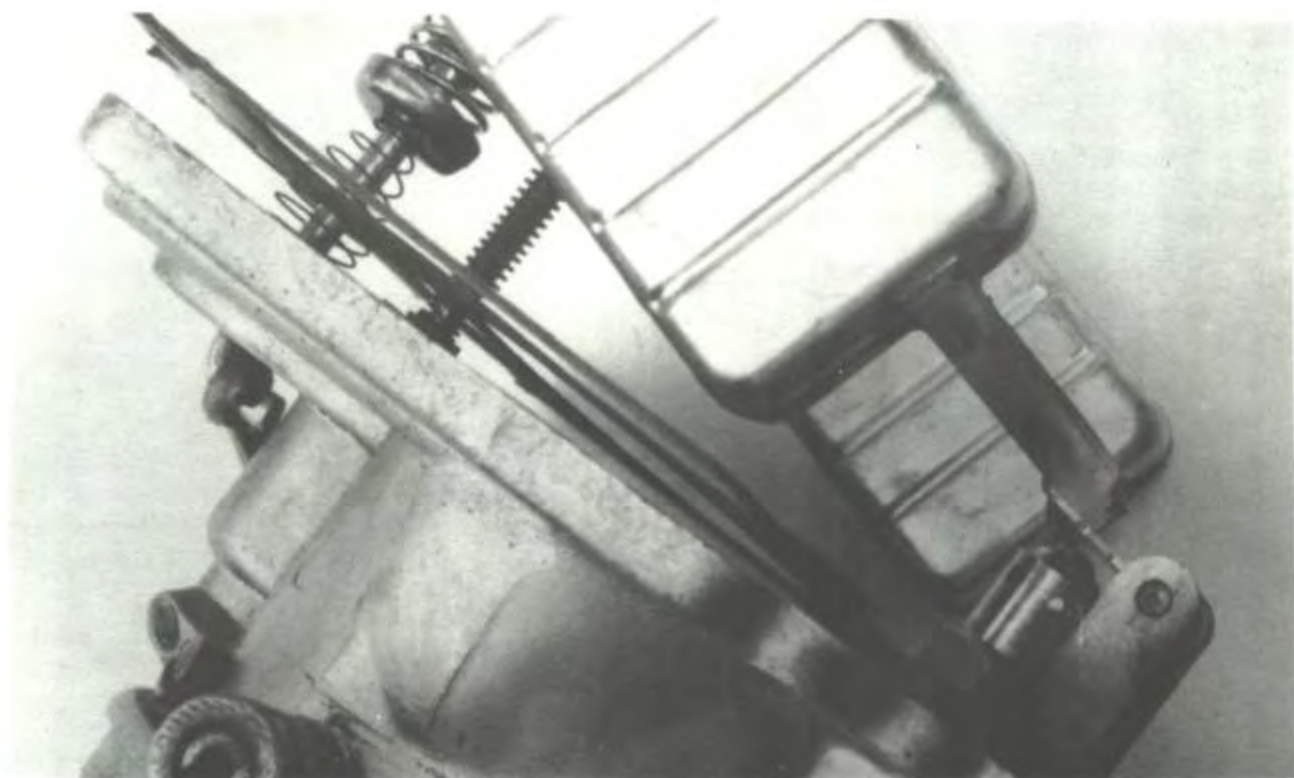
Close-up of Grose-Jet valve and package.

PHOTO CAPTIONS

Occasionally, when writing a photo caption I point out something on the pictured car that is incorrect or not authentic. (See, e.g. the Western Club Meet pictures in this issue.) This is not done to disparage the car or its owner. Many people use the photos in this and other publications as guides to restoration, and my purpose is to avoid having the less-informed or experienced members misled. Each year I receive a number of letters containing inquiries which show that confusion arises from seeing cars with non-authentic features — for example, painted headlight rims, which are usually signs of a sealed-beam conversion.



Float removed by extracting small brass pin. Ball valve and original needle valve before removal. Note that the carburetor top cover is upside down in this picture. The accelerator pump plunger is seen on the left.



New "Grose-Jet" ball valve in place; ready for simple installation.



PARTS EXCHANGE



This is a tentative schedule for mailing of the remaining Vol. VIII issues:

No. 4	Jan. 20
5	Mar. 1
6	April 5
7	May 15
8	June 25
9	Aug. 1

Ads should reach me at least two weeks prior to a mailing date to ensure inclusion. I can sometimes accommodate a later arrival, but don't count on it. "Tentative" is underlined above for a reason: due to the amateur nature of this operation (notice I didn't say "amateurish" -- there's a difference), I may not make these dates, but I intend to be at least pretty close. If you expect to be sending in an ad or two, make note of these dates on your calendar.

PARTS FOR SALE

All '38 40-series, unless otherwise noted:

Left & right rear fenders.....	\$40 ea
Pair, running boards.....	100
Large engine splash pan.....	24
1 headlight lens.....	20
2 carburetors, Stromberg AAV-1 (complete).....	85 ea
2 rebuild kits for above.....	24 ea
2 sedan trunk supports.....	8 ea
2 Fisher Body emblems.....	3 ea
NOS set seat covers for 2-door (green).....	8

U-joint #1302132 ('38).....	28
Sleeve #1336942 ('38).....	8
Reverse idler gear #1283878 ('36-'38).....	15
Ball #1303033 ('34-'38).....	10
Clutch gear #1394770 ('38).....	22
Clutch starter #1874156 ('38).....	16
Pinion gear #1298941 ('37-'39).....	10
Trans. lever set 5WS2 by Wobert.....	16
First & reverse gear #1284124 ('34-'38).....	14
Hyatt bearing #125630.....	10
2nd & 3rd sliding sleeve #1304521 ('38).....	10
Reverse idler gear #1283878 ('36-'38).....	12
Ring & pinion set #1394913 ('37-'38).....	42

Total above driveline parts \$213--if bought as a package, \$125.

All prices plus shipping

JERRY LANDRY (#263)

34 Goodhue Ave.

Chicopee, MA 01020 413/592-5088

Small series spark plug covers, \$30; '38 series 40 wheel, good, \$20; '38 front horseshoe bumper guard, \$75.
BOB PIPKIN (#76). 2516 62nd SE, Salem, OR 97301.

FOR SALE: One set of used '38 hubcaps. \$20 plus shipping.
DENNIS KLUBERTANZ (#757). Rt.1 Box 323, Porterfield, WI 54159
715/732-4647.

NEW DASH PANEL DECALS for 1937 80-90 series cars.
Kit includes: 1 practice decal 7"x14"; 2 12"x14" decal sheets;
full size pattern; instruction sheet. \$85.00 plus shipping.

TOM ALDERINK (#735)
619 W.23 St.
Holland, MI 49423

616/396-3183
616/392-1761

BUICK TORQUE BALL SEAL KITS, include shim gaskets, cork packing, instruction sheet and a tube of silicone. Will fit 1937-38 all series. \$29.95 postpaid. (NJ residents, add 6% sales tax.) Send check or money order with name and address; year and series of car. Please allow 2-3 weeks for delivery.

JECC, Inc. (Jerry Pasquariello #643)
P.O. Box 616
West Paterson, NJ 07424
201/890-9682

BUICK STANDARD TRANSMISSION GASKET KIT. All gaskets and seals needed when rebuilding or resealing your transmission. Will fit 1937-1938 all series. \$16.95 postpaid (N.J. residents add 6% sales tax.) Send check or money order with name and address; year and series of car.

JECC, INC. (Jerry Pasquariello, #643)
P. O. Box 616
West Patterson, NJ 07424
201-890-6982

PARTS WANTED

WANTED: '38 large series intake manifold, no cracks or rust pitting, please; '37 or '38 short choke cable for Stromberg carb; '37 or '38 series 40, 60 spare tire retainer for sidemounts, Group 7.674 Part #1292067. (I have the 2 locks, just need the retaining plates. Good used OK. Fit '36 series 40, '37-'39 series 40 & 60.) BOB PIPKIN (#76). 2516 62nd SE, Salem, OR 97301.

WANTED: Decorative stainless clip for '38 garnish molding insert.
TONY WEISS (#647). 3402 181 Pl.NE, Redmond, WA 98052. 206/883-8893.

WANTED: Large engine intake manifold drain valve. (The elbow fitting with the little ball inside--see Shop Manual sec.6-32.)
PAUL B. CULP, JR. RR 4- Box 411, Perkasio, PA 18944. 215/249-3166.

WANTED: Stainless trim strip (molding) for tread cover on '38 Roadmaster sidemount. No dents, tears, discoloration. Circumference 53 in. 1938 Delta-shaped grille guard in good condition. BILL SHIPMAN (#617). 75 Federal St., Brunswick, ME 04011.207/729-3574

WANTED: For '37 model 47: headlight lenses; right rear wing window frame with latch handle; front bumper shark tooth; rear bumper trunk guard. STEVE KING (#776). 629 W.Main St., Greenwood, IN 46142. 317/881-3303 after 5:00 PM EST.



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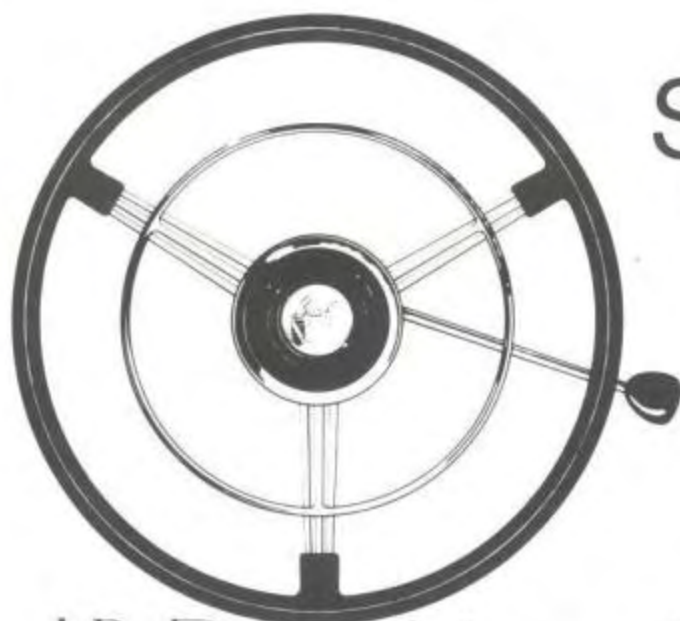


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